

SUPPLEMENT
TO THE JOINT RECOMMENDATION
FOR THE CANAMEX CORRIDOR
THROUGH THE MARICOPA REGION

Maricopa Association of Governments
Arizona Department of Transportation

Draft August 28, 2000

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REVISED DRAFT JOINT RECOMMENDATION

On July 24, 2000, a Stakeholder Forum was held to review a draft recommendation developed jointly by the Maricopa Association of Governments (MAG) and the Arizona Department of Transportation (ADOT) for the designation of the CANAMEX Corridor through the Maricopa region. This supplement revises the initial draft recommendation¹ presented at that Forum. The initial draft recommendation was for a route that spanned the entire Maricopa region. The recommendation is being revised to specify a leading candidate for the southern section of the corridor (and not the entire corridor) and to recommend further study before designating the complete corridor.

The revised recommendation is based on comments received at the Forum and from the Governor's CANAMEX Task Force, as well as new information received subsequent to the Forum. As well, the revised recommendation allows for the completion of other studies identified in the course of this project as potentially having a significant bearing on the final recommendation.

The leading candidate for the southern section of the route through Maricopa County is from I-8 to SR 85, then SR 85 to the junction with I-10. No leading candidate for the connection from I-10 to the US 60/US 93 corridor is being recommended at this time. Figure 1 shows the leading candidate for the southern section.

Once a recommendation has been developed for the segment(s) between I-10 and US 60/US 93, the entire corridor through the Maricopa region will be made part of the federal designation and made eligible for federal funding for the CANAMEX Corridor. The July 2000 summary document for the initial recommendation describes in general the approval process to be followed.

¹

More information may be found in the July 2000 draft "Joint Recommendation for the CANAMEX Corridor" document, and the July 2000 "Executive Summary. Compilation of Evaluation Data for Designation of the CANAMEX Corridor through the Maricopa Region" technical document prepared by Kimley-Horn and Associates of Tucson under contract to ADOT.

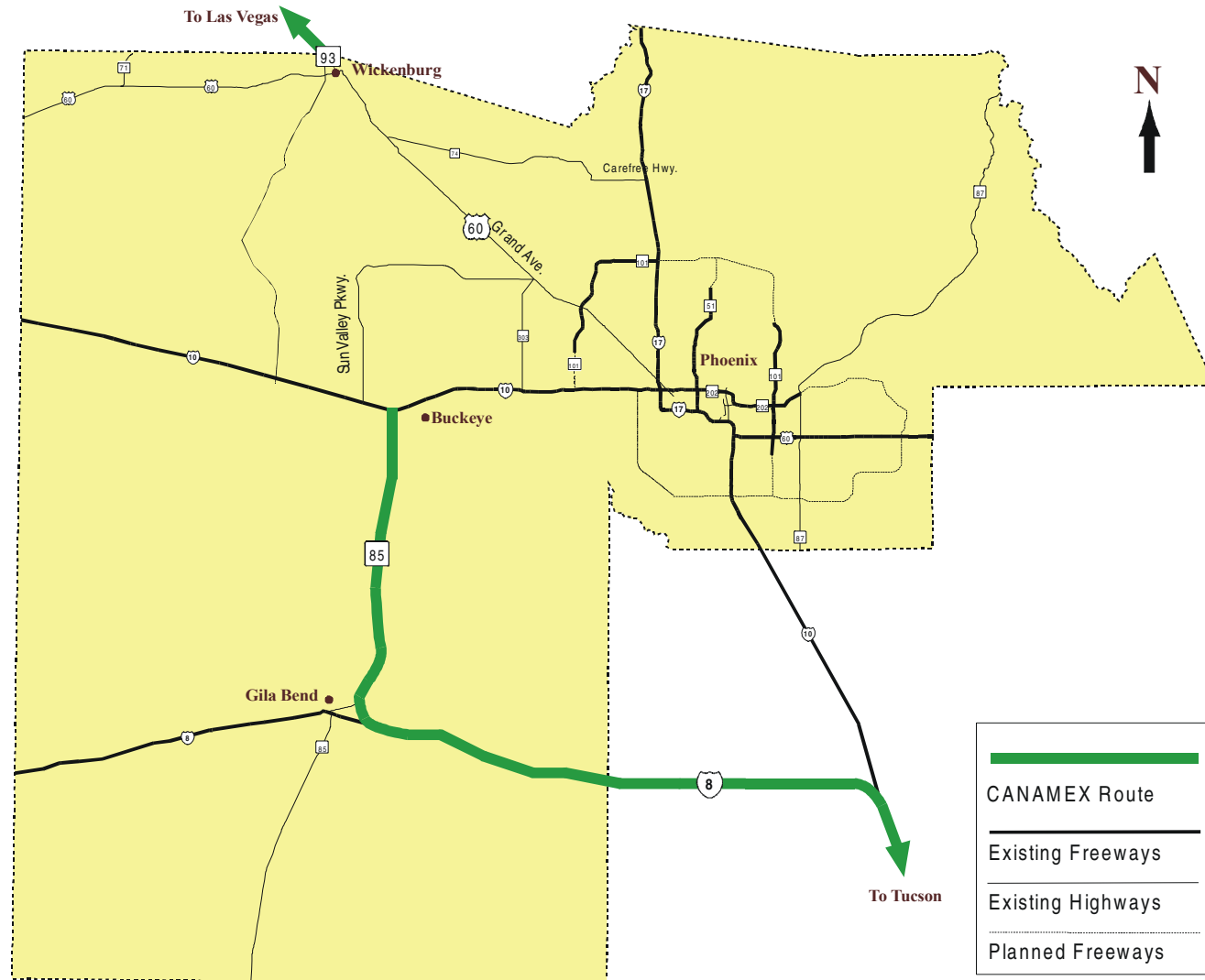


Figure 1: Draft Leading Candidate for the Southern Section of the CANAMEX Corridor through the Maricopa Region

CONSIDERATIONS FOR THE FINAL RECOMMENDATION

Feedback on the initial draft recommendation indicated that it would be advantageous to delay the final recommendation until related studies are completed and their findings known. Additionally, the Citizen's Growth Management Initiative, if passed, could also affect overall planning in the region. The final recommendation for the CANAMEX Corridor would benefit from additional study and coordination with agencies and other stakeholders, some of whom provided comment after or late in the process leading up to the development of the initial draft joint recommendation.

Related Studies in Progress

Related studies in progress are listed in Table 1 below. Recommendations from most studies are expected within the next calendar year.

Table 1: Related Studies in Progress

<u>Study</u>	<u>Draft Due</u>	<u>CANAMEX Impact</u>
CANAMEX Multi-State Corridor Study (Draft Final Report)	Feb. 2001	General design features and elements of the Corridor
Location/Design Concept Report (US 93 - Wickenburg-Kingman Highway)	Fall 2001	Wickenburg bypass. Interchanges with SR 71, SR 89, US 60 and SR 74.
Access Management Study (SR 74)	Fall 2001	SR 74 connection to US 60.
Maricopa County Transportation System Plan Update ²	2001/2	May address portions of CANAMEX alternatives.
Environmental Impact Statement (Loop 202 – South Mountain Parkway)	2003	Feasibility of segment for CANAMEX Corridor

The region traversed by the CANAMEX Corridor includes Arizona, Nevada, Utah, Idaho and Montana in the United States; the Mexican states of Sonora, Sinaloa, Nayarit, Jalisco, Guanajuato, Queretero, Estado de Mexico, and the Federal District; and the Canadian province of Alberta. At a general level, the Multi-State CANAMEX Corridor Plan will address the following:

- Identification of current multi-modal transportation infrastructure, existing needs and projected deficits.
- Evaluation of opportunities for improvements in transportation and communications infrastructure as well as processes and policies.
- Analysis of current and future trade flows along the entire CANAMEX Corridor.

² Maricopa County, 1997, "Maricopa County 2020, Eye to the Future. Transportation System Plan", December. An extension to the existing Sun Valley Parkway to connect to US 60 is part of this 1997 County Plan. The planned extension by the County largely follows the same alignment of the route specified in the draft initial recommendation for the CANAMEX Corridor.

- Identification of the major trends that will affect the economics of the CANAMEX region into the next century.
- Evaluation of the potential use of emerging technologies that facilitate the movement of goods, people and information.
- Identification of all financing options for CANAMEX projects.
- Development of a comprehensive report that tied together other work done in the region with the original analysis undertaken in this study.

Implementation of any recommendations from the multi-state CANAMEX Corridor study may be addressed in the final recommendation for the segment within the Maricopa region.

Future development adjacent to SR-74 could result in the proliferation of driveways and intersections along the route, causing increased congestion and reducing traffic capacity. Early and coordinated action to control the amount of access to the facility will be essential to maintain a safe and efficient route, as well as provide the capability to meet growth in traffic demand. In order to address these needs, ADOT in cooperation with other State, regional and local agencies along the corridor is pursuing an access management study for State Route 74.

The ADOT Location/Design Concept Report (LDCR) will determine the optimum location and design concept for improving the Wickenburg-Kingman Highway from approximately milepost (MP) 161 on US 93, southerly to approximately MP 120 to US 60. Integral to the study is the development of an Environmental Assessment. The 48-mile corridor begins just south of the Santa Maria River in Yavapai County, crosses into Maricopa County, passes through the Town of Wickenburg, and extends to the US 60/SR 74 junction, just north of Morristown on US 60. The study will address the issue of a bypass around downtown Wickenburg as well as intersections/interchanges with SR 71, SR 89, US 60 and possibly SR 74.

Agency and Stakeholder Feedback

The initial draft joint recommendation was reviewed in response to comments received in a Stakeholder Forum held on July 24, 2000 regarding the proposed link using the Sun Valley Parkway between I-10 and US 93. The comments were primarily from landowners and developers with interests in land in the vicinity of the Sun Valley Parkway, and representatives of the Town of Buckeye. The Maricopa County representative from the Board of Supervisors suggested study of Eagle Eye Road as an alternative. Another suggestion was to use Wickenburg Road and Vulture Mine Road to connect to US 93.

On August 11, 2000, staff from MAG and ADOT met with staff from the Arizona Department of Public Safety (DPS) that had not previously submitted comments. DPS staff raised a concern about safety issues associated with increased truck traffic on congested routes east of the White Tank Mountains. DPS staff therefore requested that any recommendation for this segment of the CANAMEX Corridor be limited to alternatives west of the White Tank Mountains.

Since the July 24, 2000 Forum, approximately 50 letters and email have been received opposing the inclusion of the Sun Valley Parkway in the draft joint recommendation for the CANAMEX Corridor. On August 15, 2000, the Council of Town of Buckeye, including the Mayor, unanimously passed a resolution to "oppose the use of the Sun Valley Parkway as a heavy international truck route as part of the Canamex Corridor."

Other comments supported the recommendation for not designating Loop 303 as part of the Corridor. One letter reiterated comments made at the Forum that challenged statements made by developers opposing the designation of the Sun Valley Parkway regarding the study process.

Additional agency and public feedback will be obtained in public open houses and meetings scheduled for later August and early September 2000. This feedback will be a consideration in the development of a final recommendation for the Corridor within the Maricopa region.